

11/4/87 C6240-1

THE WEEKLY OF **BUSINESS AVIATION**™

NOV 2 1987

Vol. 45 No. 18

INTELLIGENCE

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CONGRESSIONAL FRUSTRATION over the slow pace of FAA rulemaking resulted in the Senate mandating specific dates for installation of TCAS II and Mode C encoding transponders in legislation reauthorizing the Aviation Trust Fund for another three years. Including such requirements in statute, rather than in FAA rules, makes it very difficult to change deadlines if unforeseen technical problems develop. A similar situation occurred when Congress set deadlines for use of emergency locator transmitters.

PIPER AIRCRAFT PRESIDENT M. Stuart Millar, citing his confidence in the company's 760 employees and expectations for improvements in the market, approved an across-the-board 10 percent wage increase for all employees that went into effect last month.

FEDERAL AVIATION ADMINISTRATION has extended until Jan. 1 the deadline for pilots to report required information on drunk driving and certain other serious driving offenses on their medical certificate applications. FAA said it will not take enforcement action against pilots who previously falsified such information if they correct the record by Jan. 1. FAA promises "to intensify its enforcement action in falsification cases involving traffic convictions" beginning next year.

MEMBERS of the International Association of Machinists were scheduled to vote over the weekend on a new labor agreement with Gates Learjet Corp. The IAM represents about 790 of Learjet's 1,300 employees in Wichita.

SENATE PASSES REAUTHORIZATION BILL REQUIRING TCAS, MODE C USE

The Senate approved the Airport and Airway Capacity Expansion Act last week 96-1, which reauthorizes FAA programs utilizing the Aviation Trust Fund and mandates new equipment requirements for airline and general aviation operators. The bill, S.1184, authorizes \$15.6 billion for aviation programs over three years including: \$5.1 billion for both the Airport Improvement Program and FAA operations; \$4.75 billion for facilities and equipment; and \$625 million for research, engineering, and development. Bill also includes a four-year trigger tax through the end of calendar year 1991. At the beginning of the fourth year, if the unobligated Aviation Trust Fund balance is more than \$3 billion, user taxes will be cut by 50 percent.

Included in the final bill is an amendment sponsored by Commerce Committee Chairman Ernest Hollings (D-S.C.); which requires the installation of Traffic Alert and Collision Avoidance System (TCAS) II in aircraft with more than 20 seats. Amendment mandates the certification of TCAS II within 18 months and installation in all affected aircraft 30 months later. In his amendment, Hollings said the TCAS system "promises to reduce the threat to life caused by midair collisions, particularly collisions between general aviation aircraft and commercial aircraft."

Amendment also requires the use of Mode C altitude encoding transponders on all aircraft operating within Terminal Control Areas (TCAs) and Airport Radar Service Areas (ARSAs). Hollings said Mode C transponders are necessary because "we are now seeing aircraft flying into these congested air corridors with no warning and no accountability." Amendment requires FAA to complete

(Continued on the following page)

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Published weekly by the Business Publications Division of Murdoch Magazines, a division of News America Publishing Incorporated.

John B. Evans, President • Samuel C. Wolgemuth, Business Manager • Gerard A. Fragetti, Vice President/Finance

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SENATE (Cont.)

a Mode C rulemaking within six months of enactment of the bill. That FAA rule "shall require the installation and use of such transponders not later than 24 months after the date of enactment" of the legislation. Hollings said the two and one-half year time frame is "reasonable and feasible...this is a safety issue, not a monetary issue. The Mode C transponders cost approximately \$2,000, including installation...a small price to pay for those who fly private aircraft to these busy airports."

Other amendments agreed to included a measure introduced by Sen. James Exon (D-Neb.) extending the essential air service program for 10 years and a measure sponsored by Sen. Howard Metzenbaum (D-Ohio) regarding aircraft safety, which requires DOT to conduct a rulemaking establishing regulations that all seats on board air carrier aircraft meet improved crashworthiness standards and regulations to require air carrier interior cabins meet improved flammability standards.

Bill now goes to conference to work out differences with House version, H.R.2310, a five-year reauthorization which was approved early last month (BA, Oct. 5/105).

SENATE PASSES FISCAL 1988 DOT FUNDING BILL -- Senate last Thursday passed the fiscal 1988 Department of Transportation appropriations legislation, H.R.2890, which bans smoking on certain commercial airline flights and sets FAA staffing standards for air traffic controllers. Funding levels for FAA adopted by the Senate are identical to those approved by the Appropriations Committee earlier in the month. The bill provides \$3.25 billion for FAA operations, of which \$851.5 million will come from the Aviation Trust Fund; facilities and equipment, \$1.26 billion; Airport Improvement Program, \$1.34 billion; and \$165 million for research, engineering and development.

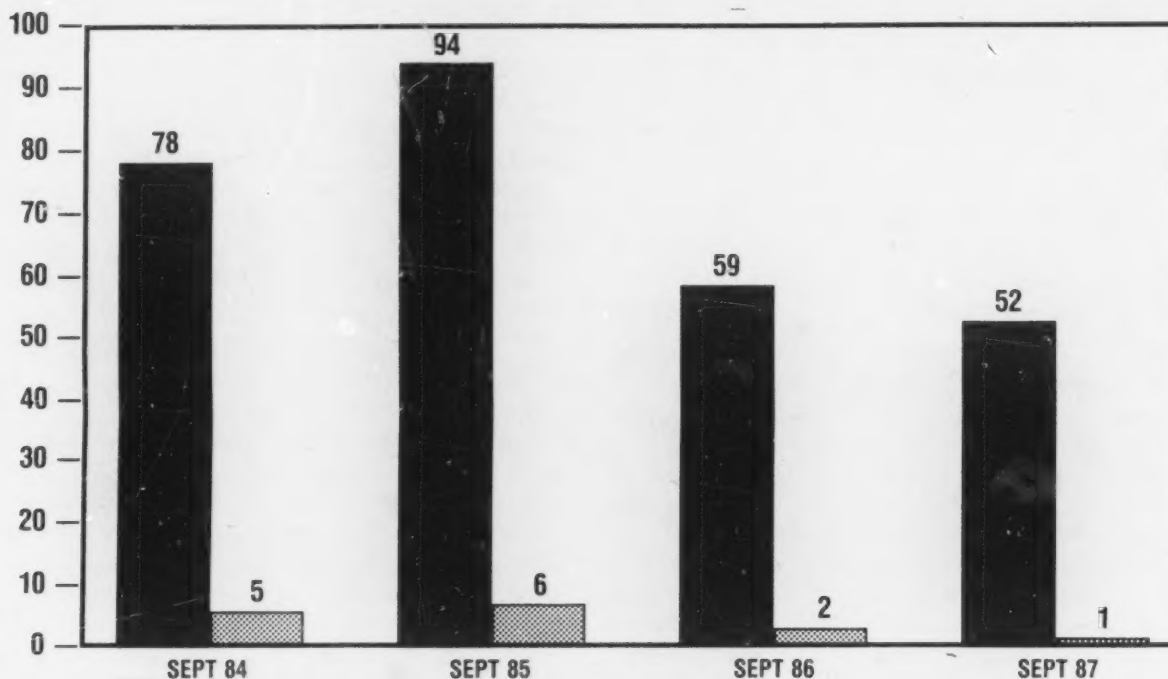
The bill contains a provision that would ban smoking on domestic flights of 90 minutes or less for a two-year period. The Senate ban differs from House language that calls for enforcement by airport operators. House provision, strongly opposed by airports, would withhold grants to airports that allow landing of flights of two hours or less on which smoking is permitted. Bill requires FAA to maintain a total air traffic control work force of at least 15,800 and a minimum full-performance controller level of 10,450 by Sept. 30, 1988, close to House-specified levels of 15,900 and 10,350.

CHARTS DETAIL RETAIL BUSINESS JET, TURBOPROP TRANSACTIONS -- Data on retail sales of used business jet and turboprop aircraft will be presented in BA on a regular basis as a result of an agreement with Aviation Data Service, Inc. of Wichita. Beginning with the current issue, BA will carry charts prepared by AvData depicting retail sales transactions involving used aircraft. Charts in this issue, shown on the backs of Page 138-139, reflect sales activity during the month of September and in the same month in previous years. AvData, headed by President John Zimmerman, has been providing aviation statistics to the industry for more than 20 years.

SAFE FLIGHT CLAIMS SUNDSTRAND INFRINGING ON WIND SHEAR PATENT -- Safe Flight Instrument Corp., White Plains, N.Y., said it filed suit against Sundstrand Data Control, Inc., Redmond, Wash. charging Sundstrand with infringing on Safe Flight's patented wind shear detection systems. Safe Flight noted that it had entered into a cross-licensing agreement with the Boeing Company under which Boeing installs Safe Flight's wind shear warning systems on its aircraft. In addition, Safe Flight said Sundstrand has entered into contracts with Boeing under which it manufactures wind shear detection systems that also are incorporated into new Boeing aircraft. Safe Flight said Sundstrand also builds wind shear detection systems for sale to third parties which incorporate the same technology as the systems Sundstrand manufactures for Boeing. "As such, these systems are covered by Safe Flight's patents, and are outside the scope of the license Safe Flight granted to Boeing," Safe Flight said. "On this basis, Safe Flight, after repeated warnings to Sundstrand, has reluctantly brought suit against Sundstrand for infringement of Safe Flight's patents. Sundstrand had no immediate comment on the matter.

FAA BEGINS REVIEW OF CONTROLLER TRAINING -- Federal Aviation Administration said a "comprehensive review" is being conducted of air traffic controller training similar to a review that is underway of pilot training. Both efforts are part of Administrator Allan McArtor's Impact 88 program. Two contractors over the next six months will visit en route centers and towers, the FAA Academy and the technical facility. The agency in the past has been criticized for the high dropout rate of student controllers. The two contractors are Human Resource Research Organization, Alexandria, Va., and the Nonprofit Educational Foundation, Colorado Springs, Colo.

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

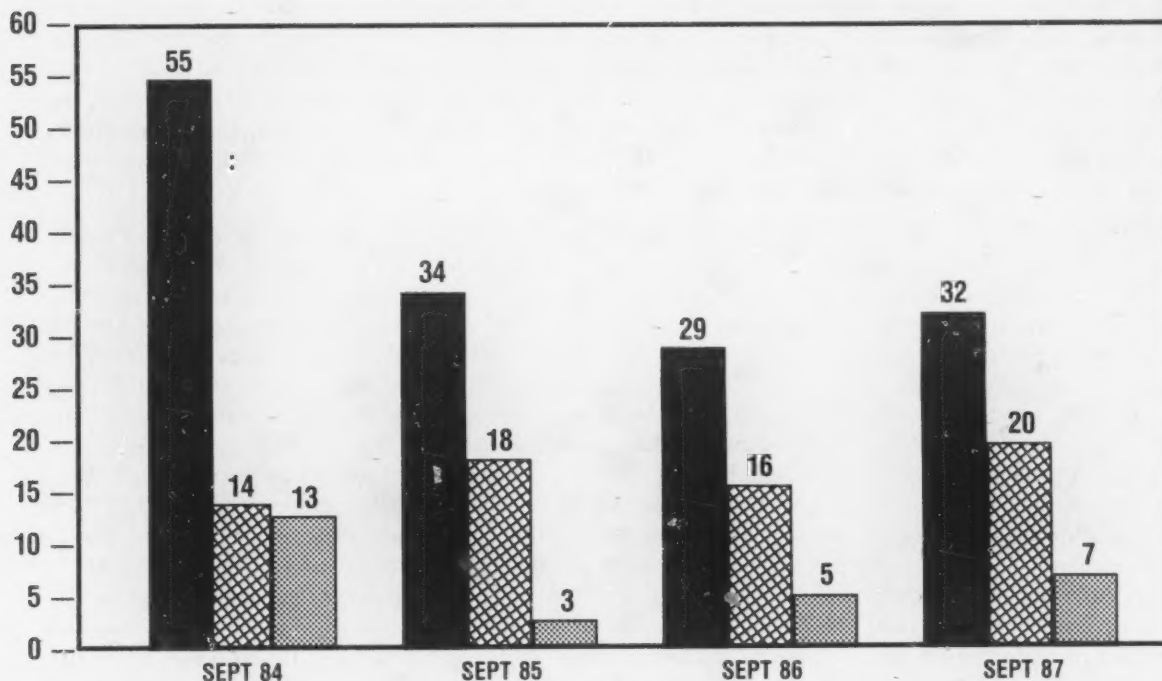
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Cov.1, pgs. 148, 148a, 150a,

151a